

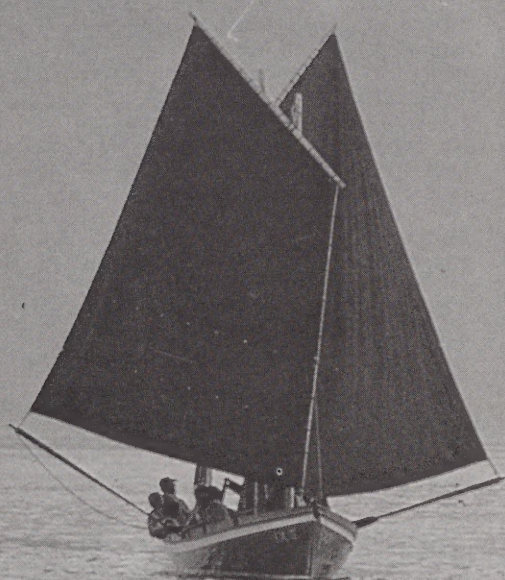


messing about in BOATS

Twice a Month!

Volume 6 - Number 16

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messing about in BOATS

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Our Next Issue...

There will be a look at the world's largest racing dinghy, the 132' "New Zealand" on it's visit to Boston; Ed Gillett's tale of kayaking to Hawaii; Gail Ferris' experiences using the "Little Dipper" paddle; the story of Dave Getchell's Maine Island Trail dream; Tom's latest tale, "Pullin' the Damn Foole"; Jim Lacey's review of "The Thousand Dollar Yacht"; and details on three interesting designs: Ed Corkery's "Cajun Pirogue", Weston Farmer's 17' "Sundance" outboard cruiser, and Ed Barlow's 12' "Pacific Pelican" daysailer.

On the Cover...

The by now well publicized 38' French gigs built at the Rockport Apprenticeship have been viewed as pulling boats, but here's a photo from last summer of "Egalite" under sail. She goes, off the wind!

Commentary

BOB
HICKS

Regular readers are aware of how many "reprints" I use in most issues. From time to time some of you comment on this to me. While once in a while the suggestion is that I perhaps rely on these too much, most have been in favor, on the grounds that otherwise they'd never have read of the subject.

I use them for several reasons. From the production viewpoint, they make it possible for me to get two issues a month out with a reasonable mix of interesting articles. I work alone and it's a help to have "ready-made" material to supplement whatever new stuff I receive or generate myself. In these winter months when first-hand material for articles is in shorter supply, I rely on reprints more heavily. This issue is a good example.

Another reason is the one I mentioned as having heard from readers. The choice of a reprint is made on the basis of my not having heard of or known about some interesting subject, and I figure many of you will find it of interest too. I do not merely use reprints as "filler". Many of the reprints are from another era, and offer insights into messing about in boats in past generations, insights which tend to illustrate that there's not much new in boating experiences, only the technology has changed.

There are also items I reprint from other obscure journals, little club newsletters with limited circulation. I get quite a few of these and often find they have articles that deserve wider circulation. Since they'll never break into the pages of really large circulation publications caught up in their own purposes, "Messing About in Boats" is the one place where these tales can be told to a wider audience. The comments in this issue by Peter Duff on three different Bolger designs meeting at Martha's Vineyard came from John Zohlen's "Shallow Water Sailor", which circulates to about 100 owners of Dovekies and similar shoal draft sailing craft.

Sometimes I reprint items from some builder's sales brochure. The story on sailing to the Suwanee River in this issue is from Marine Concepts' newsletter, sent to a list of people who own, or have indicated interest in, Ron Johnson's Sea Pearl beach cruiser. While the

intent is to encourage business by telling tales of the Sea Pearl in use, the story is still relevant to anyone in small open sailing craft.

I particularly like the reprints of bygone designs, like those from Weston Farmer. Here is not only interesting detail of interesting boats, but also good writing. Good writing isn't easy to find today in many published articles that discuss boat designs. Farmer not only tells us about the concepts behind his designs, and how they should be built, but he includes anecdotal material that liven's it all up. A pedestrian plod through a long list of a boat's detail specs is not what these older design reviews provide.

Then there is my continuing policy of serializing some old out-of-print book that is germane to messing about in boats. Again for me, this provides several pages ready-made for each issue. And for you, it provides ongoing sharing of someone's bygone experiences doing what most of us are doing ourselves today. With our twice monthly schedule, a serialization is possible, something that would not work in a six times a year schedule.

My first choice in material to publish is still present day, first hand stuff from readers, or something I do myself. I do get to a lot of events and meet a lot of people, and subsequently write these up. Your increasing input has been most welcome, for the variety of viewpoints you provide nicely offsets my own particular style. The third source, the reprints, clashes with neither you nor I in my view, and adds yet more to the variety of viewpoints, experiences, and knowledge.

One of the most successful periodicals, based on circulation, is the "Readers Digest". It's entirely reprints from other publications. I don't intend that "Messing About in Boats" becomes a bush league "Reader's Digest", and the reprints I use are presented in their entirety, not in "digested" form. But it appears the use of reprints is not an oddity in the publications world. The uncommonly high proportion of reprints in this issue is not a trend, but just another fluctuation in assembling this magazine twice a month. Like, it helped me to catch up a bit!

An exchange in the letters to the editor section of the New York Times reflects the troubled times that the historic ships movement is passing through in this country.

The first letter, from Lee T. Percy in Pennsylvania, complained with some justice that the beautiful 1890s Gloucester fishing schooner Lettie G. Howard was lying mastless, covered over, and stripped of its boats and gear in a corner of the South Street Seaport Museum waterfront in New York — to all appearances destined for the knacker's yard. This, after it had come into the museum under sail with dories stacked on deck and fishing gear on exhibit below decks in 1968.

The second letter appeared a few weeks later. It was from Peter Neill, president of the museum. It pointed to the work the museum is undertaking to preserve its fleet, a solid record highlighted by extensive work done recently on the schooner Pioneer, the tug W. O. Decker and the bark Peking. There were just not resources enough to take on the Howard at the same time.

"Is it enough?" asked Neill. Obviously not, he conceded. But, as he pointed out, "The problem transcends South Street." He concluded that it was "a symptom of national indifference to maritime patrimony."

Well, all of the above is true, as is the indisputable fact of the threatened state of the Lettie G. Howard and other ships. Have we undertaken too much? Are ships a costly plunge? Should we in the ship-saving community draw in our horns in the face of a declared "national indifference?"

None of the above is true. We just need fresh winds of thought sweeping through our temple dedicated to Neptune's heritage.

First, let's tackle this matter of "national indifference." Let's not worry about the nation — what about the people? If people are indifferent, we're dead. If they are interested, we can win and our ships can live. And of course they're interested.

Everyone has a secret picture of a ship in his or her mind, and a vision of making a voyage. The Howard has caught the imagination of many young people, too, and God willing it will again.

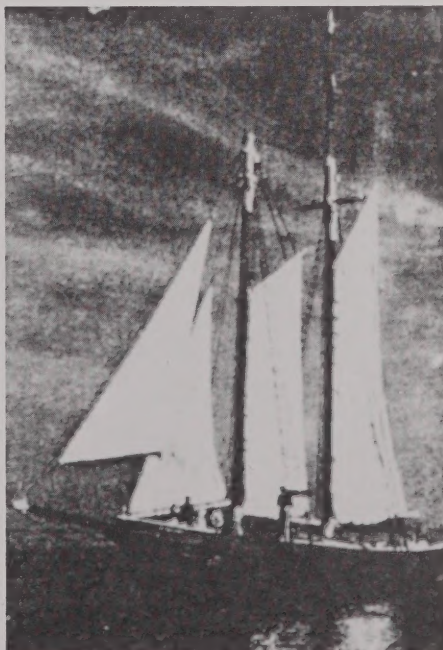
I won't go on in detail about the

Historic ships: How many to save?

By PETER STANFORD

The people whose dreams of messing about in boats involve the preservation of large scale ships from bygone times have a major obstacle to their pursuit of their enthusiasm, the cost of such efforts. Various group efforts exist for this purpose, all are crying out for money to carry out their dreams. It's all far beyond the individual pocketbook, or even the collective group pocketbook. It takes the bucks that business and government can supply, were they to become seriously interested. In the December issue of "Soundings", Peter Stanford, President of the National Maritime Historical Society commented on the subject, and the NMHS sent on the text to us hopeful for a further publishing on our pages. Here it is.

million people who go to Boston Harbor each year to see the frigate Constitution, the half million that find their way to Mystic Seaport each year, or the several million who come to New York to see Operation Sail. We already know about these things — now let's start



The Lettie G. Howard in 1968

thinking about the why of them.

Second is this fatuous notion that ships are "a costly plunge." In plain dollar-and-cents terms, they're simply not. Art museums spend sums like \$50 million on a painting. No ship in any museum today would cost more than a tenth of that sum to restore. And as for maintenance, maintenance isn't a wasteful thing. It's the living act of shipwright and rigger, whose work fascinates and enlists the public. We're simply not doing our jobs if we can't make our ships pay their way once we've invested in them adequately.

Rather than a "plunge," ships are a productive investment. South Street Seaport, the museum and all the attendant \$350 million development, would not exist without the ships. And none but a few knowledgeable insiders would have heard of Mystic Seaport Museum without its ships. The Mystic seaport also has generated commercial development worth hundreds of millions of dollars.

Third, have we saved too much? I don't think so. Not when there is so much of traditional learning needed in our fast-changing world, not when we've only begun to reach out to educate the world our ships brought into being as to how it came into being.

Our National Maritime Historical Society has national (I sometimes think cosmic) goals and programs. The square rigger Elissa in Galveston, the schooner Ernestina in New Bedford, and other ships would not exist without our efforts.

But our efforts are only what you bring us, reader, and I would like to ask your view of the case of the Howard. Do we work with the South Street Seaport Museum to save it, or do we let it slip over time's horizon forever?

Write and tell me which course you'd like us to take. We in the National Maritime Historical Society are already pledged to do our utmost for historic ships, and that includes learning new things, and studying new means.

But our society, and the whole endeavor in historic ships is nothing without you, and we need to know you better. We need to know what you think about the case of the Lettie G. Howard and all its kind.

CAMPING ON LEDGES & OTHER MATTERS

One change not mentioned by Chuck Wright for his next trip paddling along the Maine coast, in his article "Paddling a Piece of the Trail" in the December 1st issue, was that of NOT camping on tidal ledges. He is obviously aware of the hazards of paddling around exposed points of land in sea kayaks, but pitching a tent where the tide may invade while one is asleep is NOT RECOMMENDED! What would have happened had a storm blown up during the night?

Two suggestions on this: Don't camp on ledges which do not have extensive freeboard above the high tide line; and obtain a tide calendar that shows the anticipated highs and lows for each day, heights as well as times. Those Georgetown mosquitoes are fierce, but drowning in one's tent is not an acceptable alternative.

On another voyage, this one in Tom's article entitled, "The Voyage", he did misspell "Pemaquid" and might wish to correct this if he publishes the story in another book. I happened to have seen him sailing out of Back Cove in New Harbor last summer, apparently on this very voyage. His informant about ramps was not very well informed. There is a rough ramp paved with pre-cast concrete "planks" on the southerly side of the main harbor in New Harbor, near the head, which is used by local people. It is reached from Rt. 130 in the village of New Harbor. And in Round Pond, about six miles north up Muscongus Sound, there are two asphalt ramps, one of which is an all-tide ramp, as long as you don't let your trailer wheels drop into the hole at the lower end, you'll never drag it back out with a car! There is a fee for the Round Pond ramp which is off Rt. 32 near the village center. Parking is very limited, especially on summer weekends.

The article, "A Paper", was delightful. The young lady should be justly proud of her efforts. I am struck by the general similarity of paper canoes and the geodesic boats designed by Platt Monfort. Will this design be available from North River Boatworks? Where can the paper be purchased and at what cost? On the third boat, was each layer of paper varnished before the next was applied? What type of varnish was used? Were the second and third layers put on with wallpaper paste over dry varnish or over still tacky varnish? Are there stem bands, an external keel, or other rubbing strips outside the paper skin to protect it in landings or groundings? How many coats of varnish were applied to the completed hulls? I hope to read answers to these in an upcoming issue of "Boats".

Fourtin Powell, Rockland, ME



Your Commentary

"STRUMPET" NOT REFURBISHED

I note on page 16 of the December 1st issue that you refer to "Strumpet" as a refurbished workboat. Not true. "Strumpet" was designed by Jay Benford for the writer Ernest K. Gann as a yacht, pure and simple.

Ken Latham, Boston, MA

ED. NOTE: The captions for the Boston Antique & Classic Boat Meet were furnished with the photos by the organizers.

ALMOST INSTANT BOAT

Thanks for a great magazine. I have really enjoyed the range of topics you cover and the matter-of-fact reporting style that you employ. My brother came to visit and became quite enamored of "Messing About...", so much so that we got nothing done that weekend until he had read the entire stack that resides on my coffee table. I'm giving him a gift subscription so I won't have to worry about him taking my copies.

If he and I lived closer we'd have a yard full of boats. One Saturday when his wife was off somewhere, we were bemoaning the fact that the pond near his house was heavily overgrown all around its bankings. Being clumsy fly fishermen, we need lots of room when we cast and decided we needed a "pond boat"...now!

A search for materials turned up a sheet of plywood, a plastic tarp and other scraps from the woodpile. While the fish waited, we cut a top view outline of a boat out of the plywood, then cut another 8" inside of that outline to form a bottom. With scrap we attached the larger top rim about a foot above the bottom piece, added stiffeners and then wrapped the tarp over this framework and stapled it into place. To complete our almost instant boat, we made oars, oarlocks and a seat.

We then grabbed our fishing gear and marched off to the pond. From conception to fishing was done inside of two hours, including the walk to the pond. My brother caught the first bass from the boat, after all, it was his pond and his boat.

His backyard now has four boats gracing it and not an outboard amongst them. So, enter his subscription for me...

David Desrosiers, Silver Spring, MD.

IT'S A SANDBAGGER

Hugh's boat on your November 15th centerspread may be a "Sandbagger", 18'-20' long, enormous bowsprit and boom. Carried many bags of sand as ballast, which crew shifted to windward side each tack. Developed in the 1850's. Info cribbed from "The Complete Guide to Sailing" by A.H. Drummond, Jr. Photo and caption on page 63.

Carl White, Hopewell, NJ

NORWALK SHOW VERY NICE

Special thanks for your "Happenings" listings. After I read recently about the Brookfield small craft exhibit I went up to look, it's only about 15 miles. Very nice, really enjoyed it. I never saw any of the exhibitors before as I don't travel to the shows. My favorites were the Rangeley Guideboat by Bruce Malone, the Rushton Pulling Boat by North River Boat Works and the Adirondack Guideboat by Steve Kaulback.

The old factory building is a treasure with the heavy wooden beam truss roof. Nice aquarium, many separate exhibits based on Long Island Sound. Even a boat shop. I'm very impressed.

I also enjoy seeing all the old boats in your own classified ads. I once missed out on a nice Alden "O" boat built by Chamberlain at Marblehead. It was offered to me in Washington, DC for \$750 in 1980. I let it pass as I was leaving the country on a job. But I fear that boat fell into the wrong hands, as most do. It even had a copper flotation tank under the deck.

What treasures compared with the stuff on the market today.

Jack Andrew, Greenwich, CT.

ED. NOTE: Jack's discussing the small boat exhibition at the Norwalk Maritime Center, N. Water St. Norwalk, CT 06854, (800) 243-2280.

ON TO SOMETHING GOOD

Please send me your building plans for your "Cockleshell" mini-kayak. I build canoes, kayaks and sailboats of my own design as well as other's. Your design looks good to me, I think you're on to something good...why not, indeed.

Frank McGurk, Chelmsford, MA.

AN INTERESTING PLACE

Located in a single story, clearestory-windowed wooden building that was originally a small textile mill, the Thomas J. Coughlin Company, Inc. is a place of interest to people who mess around in boats. It's located on Elm St. in Kingston, MA, just north of Plymouth on Massachusetts Bay.

This company specializes in merchandising all kinds of items removed from steamships in breaking yards located in such faraway places as Great Britain and various far eastern nations. The large salesroom is full of an ever-changing assortment of items of interest to collectors, museums, and pricey interior decorators. Scattered about the floor one will find ship's ventilators, brass portlights, brass binnacles and engine room telegraphs, brass nameplates and signplates, life rings, lanterns, cabin doors, you name it.

Mixed in amongst such items are fishmonger's signs from English ports, most several feet long in the form of carved wooden fish, wine presses and grape baskets, animals from carousels, marine paintings, curios of kinds too numerous to mention, antique furniture, etc. The place is a virtual museum with ever-changing exhibits. There's even a huge, highly-detailed model of the "Mayflower", around 25' long and as high, which was built by a motion picture company for use as a prop.

BREATH OF FRESH AIR

"Boats" gets better every year and the enclosed gift subscription orders are my way of applauding. It's a real "journal" of boating and events on the water. I really do read almost every word, even the reprints which are often full of insights and hindights. For us boat minded folks, it's a breath of fresh (and salt) air unladen with the plastic world of keeping up with the Jones'. All those crazy races and small boat meets you manage to find and tell us about! So, keep doing what you're doing, change, but not too drastically, as long as you avoid slick commercialism.

Dave Pardoe, Huntington, MA.

OVERNIGHT AT MAINE MARITIME

On a trip along the Maine coast in our kayaks this past summer, we stopped by the Maine Maritime Museum in Bath, landing at their dock. I mentioned we'd come by kayak when we bought our tickets and was told that the Museum offered a good rate for overnight stays. I asked if that meant we could pitch our tents on the lawn there and was told, no, we should sleep on our boats. I don't think she quite got the picture.

Chuck Wright, Falmouth, MA.

When I was there last in late October, there were several old four and eight oared college rowing shells dating from the 1880's to the 1950's. Some of them had lettering on them indicating that they had taken part in Henley regattas. Some were of old lapstrake construction, others of smooth-skin type. One had been cut up into sections about six feet long, each section then being set upright and fitted with shelves for use in dens and game rooms as book and curio display racks. Anyone interested in how older shells were built could see all the details close-up in these sections.

Also on sale are new brass decorative castings from a few to several hundred dollars, fine linen and lace work, rare and valuable pieces of exotic furniture and some books on assorted subjects. Prices range from under \$10 to four-figure sums for the more exotic items.

Coughlins is located on Elm St. just off Rt. 80 in Kingston, MA. From Rt. 3 Exit 10 in Kingston, go west to traffic light, turn left on Rt. 3A and go to junction with Rt. 80 (about two miles). Turn right on Rt. 80, Brook St. and in a half-mile, turn right on Elm at "T" junction where Rt. 80 turns left. Coughlins will be on the right just a few hundred feet down Elm St. It's not easy to miss with the old nautical gear decorating the parking lot. They're open every day including weekends until 5 p.m.

AN UNINTENDED OMISSION

The comments in the December 15th issue on this page about some experiences in running a runabout restoration shop and yard were not titled or signed, through my carelessness. They came from Boyd Mefferd who operates Boyd's Boats in Canton, CT.

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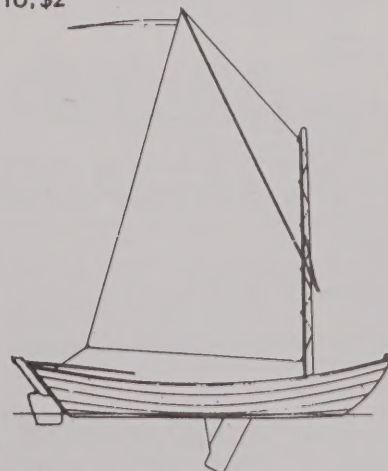
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HAPPENINGS



From left: Two 20' Simmons Sea Skiffs, a 15' double ender, a fast bateau, and a pirogue.

WOODEN BOATS AT BAYFEST

The Second Annual Wooden Boat Show at Francis Marion Park on the Black River waterfront in Georgetown, South Carolina, took place on October 15th as part of the community's Bayfest celebration. Several hundred visitors viewed the thirty-three boats that had gathered, an increase over the ten in 1987. These ranged from a pre-Civil War dugout used at a nearby rice plantation to a 22' rowing shell built in 1988. Most numerous were classic runabouts, nine of these, mostly Chris Crafts, appeared. Four of the locally famed Simmons Sea Skiffs also put in an appearance. Other craft included a Carolina spritsail skiff, a pirogue, an Adirondack guideboat, a bateau, a one-design racing catamaran, several kayaks and a boat cradle rocker.

A sculling race around Goat Island attracted eight entrants, sent off at intervals to avoid a traffic jam on the river. Then a series of races for volunteers from the onlookers, in parks and recreation department canoes, saw spirited competition and only one capsize.

Results of the judging were as

follows:

Production Power, Willie Wilson's 1949 16' Chris Craft Riviera.

Production Sail, Frank Rodz-wic's 11'6" yacht tender.

Production Manually Propelled, Don Ingo's 1987 16' guideboat.

Power, John Mouzon's 1988 20'6" runabout.

Sail, Sandy Mitchell's 1981 16' Carolina spritsail skiff.

Manually Propelled, Joseph Thompson's 1988 22' rowing shell.

Traditional Low Country Craftsmanship, a 1988 14' cypress bateau.

The day concluded in the Rice Museum with refreshments and a talk by Rusty Fleetwood of Tybee, Georgia, on the development of small watercraft along the southeast coast and on its creeks, rivers and bays. Low cost, shallow draft and carrying capacity were major requirements for these craft.

A moonlight cruise on the Black River on the "Island Queen" wrapped up the activities. Michael Murdoch and his staff should be encouraged to continue this show in 1989.

Report & Photos from David Carnell

Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

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ROCKPORT TALKS

APPRENTICESHOP

The Rockport Apprenticeshop has scheduled a winter series of "Shop Talks", Wednesday evenings at 7:30 p.m., free to the interested public, but please bring your own mug for the hot cider.

JANUARY 11: Reconstruction of the schooner "Victory Chimes" with Dick Hodgdon of Sample's Shipyard in Boothbay.

JANUARY 18: The Design of an experimental cutter with Bill Peterson of South Bristol.

JANUARY 25: Aerolite Geodetic boats with Platt Monfort of Wiscasset.

FEBRUARY 1: Contemporary wooden boat building with Peter Kass of John's Bay Boatyard in South Bristol.

FEBRUARY 8: Cruising the Labrador Coast with Tony and Whitney Oppersdorf.

FEBRUARY 15: Building Rangeley boats the modern way with Rob Lincoln of RKL Boatworks of Pretty Marsh.

FEBRUARY 22: A new boatshop and it's fleet of wooden yachts with Taylor Allen of Rockport Marine.

MARCH 1: Recent design and construction developments with Chuck Paine of Tenants Harbor.

MARCH 8 & 15: To be announced.

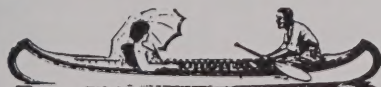
MARCH 22: Favorite nautical photos with Ben Mendelowitz of Brooklin.

For up to the minute confirmation of these events, call (207) 236-6071.

ROCKPORT WINTER WORKSHOPS

A new course this winter at the Rockport Apprenticeshop is basic boatbuilding, running 8 a.m. to 4 p.m. on four successive Saturdays beginning January 14th. Cost is \$175.

If you have mastered the basics, the course on building a Norwegian pram beginning March 4th for six consecutive Saturdays, 8 a.m. to 4 p.m. is for you. Cost is \$300. The completed pram will be raffled off to one of the class members.



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MASS 22 ASSOCIATION

Vaughn McGrath of Marblehead, Massachusetts, owns a 22' sailboat and found there was little in the way of any group involved with this size boat. This was his first boat and he found he had to learn as he went, without recourse to advice from others with similar boats. So, he's launched an effort to organize the "Mass 22 Association" for owners of 22' sailboats interested in joining together for cruising, racing, socializing and exchanging information in the Massachusetts Bay area.

Amongst the usual reasons for those of similar interests to band together, Vaughn suggests one new to us, a "mooring exchange" program wherein owners of moorings in various harbors could operate an exchange with others for weekend overnight stops.

If you own 22' sailboat in the Massachusetts Bay area and this subject interests you, write to Vaughn McGrath, M22 Association, 24 Nicholson St., Marblehead, MA 01945 for more particulars.

CAPE ANN SMALL CRAFT

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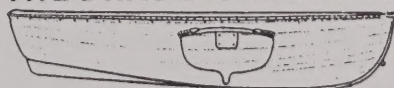
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The BRAS D'OR TENDER has been molded from a 12 ft. wooden lapstraked rowing boat built nearly sixty years ago at the Alexander Graham Bell boat shop located at Beinn Breagh on the Bras d'Or Lakes in Baddeck, Nova Scotia.

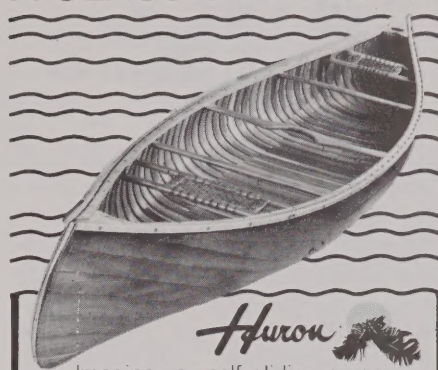
In producing this boat in fiberglass, careful attention has been given to the quality of workmanship. Care has been taken to duplicate the original contours of the lapstrake planks in laying up the hull. The boat can be rowed by one or two persons, powered by outboard or sailed. Ease of maintenance combined with durability and quality of design make this tender a versatile and economical boat for the discerning small boating enthusiast.

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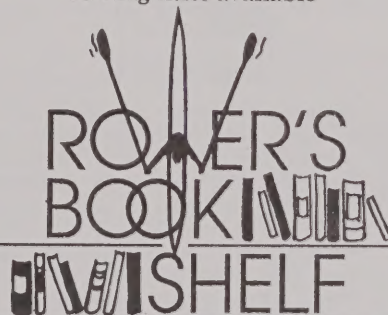
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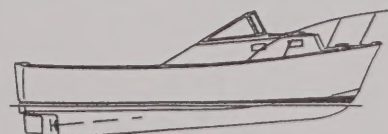


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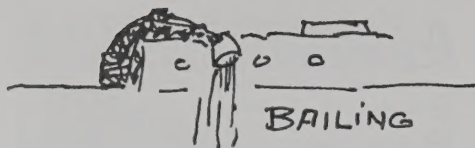
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BAILING



It's not over 'til the fat lady sings!

Noon at the Dory Club. I bailed out the "Damn Foole" and played with its mast. The spreaders were galvanized pipe with threaded ends that screwed into plumbing fittings on the mast. A plumber must have designed and built this continuous problem. I pulled the boat to the wharf and put on the repaired spreaders. I tightened the turnbuckles and coterpinned everything.

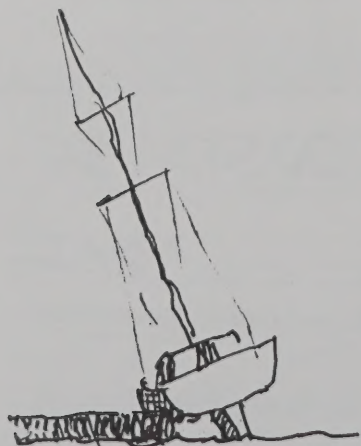


SPREADER

Wilson happened by and said, "That boat had been bouncing on the bottom for three days. I could see the complete bottom of the boat at low tide. We had a moon tide, you know."

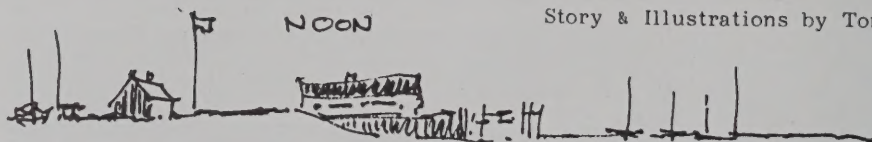
"I wouldn't be surprised that this boat affected the moon."

"The only thing that kept it from falling over was the dock."



FALLING OVER

"Taking on a lot of water?"
"Yep."



NOON

Story & Illustrations by Tom

Two club members came down and said, "We've got two boats for a race and we need a third to make it official. Are you going to race?"



RACE

"I can't race," I tried to explain, "I've got to get this boat ready. It's been in the water all season and I've never sailed it..."

"You can work on the boat after the race."

"You convinced me. I don't have a crew but I'll race just to be third."

Now I found that someone had used my dory and lost the oarlocks. So I had to borrow a pair of short oars with oarlocks on them.



SHORT OARS

It was flood tide. I pushed the dory off the wall. It splashed into the water right side up. "Good sign," I told myself. I tossed in the sailbag, life jacket and foul weather jacket, leaped in, and rowed out to the Townie. The oars were too short and clumsy and gave me trouble. While I paddled like a duck, Dave came by in the race patrol boat and offered to crew after he established the starting line.

"Pick me up at the starting line," he said.

I bailed and got the boat ready. It was a mess. The bow was shattered by the recent adventure to the islands. The seats were broken. Beer cans were floating in the bilge. The port shroud had parted and was tied with line. I had to break two battens in half to fit them into the sail pockets. The anchor line was wrapped around everything. Fiberglass hung off the sides in sheets. If someone saw this boat he would be horrified that I was going to sail it. Racing it would be unthinkable.



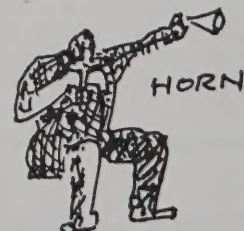
GETTING READY

I cast off and sailed for the committee boat. Dave hopped aboard when I luffed up beside it. He had



LUFFED UP

already sounded the six minute horn. As he tended the jib, he sounded the three minute horn ten seconds late. One full minute be-



HORN

fore the start he sounded the start as I was racing for the line. The other two boats complained of unfairness, so we restarted. Three



UNFAIR

minute horn, then the start. This time, instead of having the advantage, our boom hit the buoy at the end of the line. We rounded it and restarted, while the other two boats sailed off with a good lead.



HITTING THE MARK

They were on starboard tacks, we were on port. There seemed to be no current. The two boats continued on starboard playing an imaginary tide. Our tack brought us closer to the mark

"Do you want to take the tiller?" I asked Dave, knowing how boring crewing is.



TAKE THE TILLER

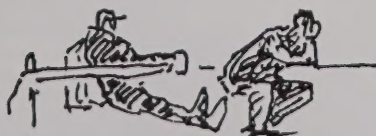
"Ya, I'll take it for a while," he said, not realizing that I was not planning on taking it back. He was now skipper. I was free to bail, play with the sails and look around at our competition.

When Bob tacked we tacked to see who gained. When we crossed his bow we were well ahead, so we had gained on that port tack. We tacked again to port and gave him bad air from our sail coming between him and the mark. He tacked to escape and we tacked to cover.



BAD AIR

"You get out in front like this and it's actually boring, just stay between him and the mark. He can't do anything."



BORING

We rounded the windward mark first, coming head to wind, and sliding around it by the forward momentum of the boat. A good piece of helmsmanship. Dave was steering like a veteran better than I could do. We were now on a broad reach. The boat never sails well on this leg. Bob chased us and soon caught up trying to get to windward to steal our wind and pass. But we would have none of that. Each time he tried we headed up and stayed to windward. He finally sailed into our wind shadow and stayed there.



STAYING TO WINDWARD

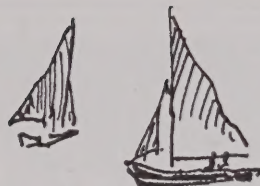
At the mark he had the overlap and rounded first. We rounded unseamanlike, coming head to wind with sheet and sails flying. We lost ground. We tried to stay close



UNSEAMANLIKE

to him and wait for the next windward leg. We rounded the third mark and tacked away from him. He didn't respond to cover. When he tacked, we tacked. We had gained but he was still ahead. This was the tack to be on to gain. We tacked to force him to cover and be on the wrong tack. We tacked again and he didn't respond. The longer he stayed on that tack and we on this tack, we gained.

But he soon tacked. We had gained, but not enough. The wind was from the south, predicted to follow the sun and shift to the southwest. If it did we would gain another advantage. But the wind



TRACKING DUEL

never shifted. We were stuck behind him. He rounded the windward mark first. We rounded soon after and chased him on a run. I set the whisker pole in the jib and sat on the boom to keep it from rising. The boom vang was supposed to do this but it was broken. We closed the distance slightly.



BOOM VANG

But when we rounded the last buoy at Shags we came head to wind again by the combined efforts of skipper and crew. We lost what little ground we had gained. We could only sail in Bob's wake now to the finish.

"They could have an equipment failure," I tried to console Dave.

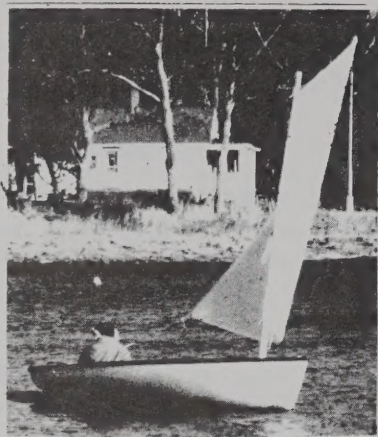
He looked around at our boat. "We're more likely to have one than they are!"

"No, everything's broken that could possibly be broken. It isn't possible to break anything else."

When we looked back, Wilson was closing on us fast. "We're going to have a problem staying in second. Wilson's a sly fox."

When I looked ahead I realized that Bob could cross the finish line in the wrong direction, and sure enough that's what he did. We stayed on his course so as not to give him a clue. Then in the last few seconds, we changed course and crossed the finish line the right way. Bob was disqualified for rounding the finishing mark improperly, given a D.N.F. Did Not Finish. The fat lady sang sweetly for this wreck of a boat that can't be beaten.





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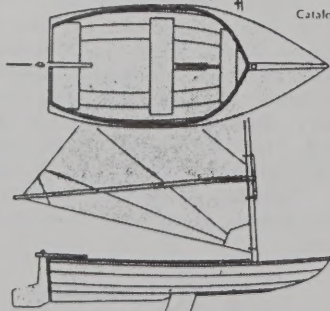
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Sea Pearl to Suwanee

We arrived at the Island Hotel in Cedar Key mid-June. Shades of Hemingway! Key West 50 years ago. Ceiling fans, bare bulbs, frescoed island scenes in a hazy dream on the 150 year old walls, wide verandas and cold beer. A truly unforgettable atmosphere. Lying 100 nautical miles north of Tampa Bay, connected by a single two-lane blacktop through marshy lowlands, Cedar, Sea Horse, Atsena Otie and Snake Keys are a "Sea Pearler's" paradise. The outlying four keys are several miles offshore, densely wooded with scattered sandy beaches, labyrinthine bays, inlets and salt marshes. There's an incredible variety of wildlife, especially nesting birds; ospreys, kites, kestrels, pelicans, cormorants, ibises, frigates, oystercatchers, spoonbills, skimmers, and more. This is the real Florida folks! If you want a MacBurger Queen fix, be prepared to drive fifty miles or so. Otherwise, you'll just have to put up with the best fresh seafood you've ever eaten.

We launched "Skimmer" from the public ramp with an onshore breeze blowing and gave the onlookers quite a show desperately trying to fend off the concrete pilings. I finally got clear with only my pride damaged, picked up Louise off the beach, and we sailed off at a good clip to explore the keys, which are all part of the Cedar Key National Wildlife Refuge. The rules here are that only the beaches are available for public use, nothing above the high water line may be removed (driftwood fanciers may need straightjackets here to stay within the law), and no camping or fires are allowed. A good beach at the eastern tip of Seahorse Key was our first landing and we spent several hours ambling southwesterly with binoculars and camera. The trees were packed with nesting birds of all sorts, we've never seen anything even approaching this, not even in the Everglades or on the Dry Tortugas.

A "Go No Further" sign on the southern end turned us back to Sea Pearl in style as we rigged "Skimmer's" midship patio umbrella in the heat of the day. The next hours were magical as we ghosted about the key's northern shore under mizzen only, in and out of tiny lagoons and inlets, never more than a stone's throw from shore, filling ourselves with sights and sounds we had never experienced so directly. We had rigged a midship steering station for both of us to enjoy the comfort of beach chairs under the umbrella. Here comes "African Queen"!

Snake Key, a mile and a half east of Seahorse, gave us a calm anchorage in its well protected bay while a late afternoon thunderstorm blew itself out. Then it was back to the hotel by dusk, sublime scampi on the veranda with a gentle rain falling on the tin roof as we planned the next day's journey to the Suwanee River, which enters the Gulf about 16 miles north of Cedar Key. We live in Suwanee, Georgia, so this voyage was a must.

Going to the Suwanee River and back in one day would require a little kicker for our Sea Pearl so we spent the morning getting a 2hp Suzuki, and in loading up for the expedition. Our new friends, Freda and John were going along. We finally left about noon, reaching through the Northwest Channel under an eight knot NE breeze. As low tide was near, we took the well-buoyed Derrick Key Cap inside of the SE end of the Suwanee Reef, which extends NE for about ten miles just past the outlet of the Suwanee River, more or less enclosing Suwanee Sound at low tide. We headed for the river through East Pass, which is marked by pilings but not maintained, with the chart noting shoaling. With our even more shoal draft, this presented no problems at dead low tide.

In four hours we leisurely covered about 16 miles, halfway up the East Pass to the river. By the time we had anchored, set up the umbrella for a leisurely lunch, and enjoyed the primitive beauty of this isolated backwater, it was 4:30. We were soon to realize we had made a BIG MISTAKE in not heading back earlier, afternoon storm clouds were predictably gathering and closing in.

So, down umbrella, up anchor and sails, on the Suzuki, and high-tail it for home. What little breeze there was came from aft of us as the air grew heavier and more ominous. It was only a matter of an hour or so before the storm caught us in the midst of Suwanee Sound as we headed SE for Derrick Key Cap. Before we were able to pick up the first buoy, we were lashed by an estimated 25-35 knot blow right on the nose, with horizontal rain, spume and a vicious chop. In spite of five turns off the main, three off the mizzen and four white knuckled souls on the weather rail, we could make little progress into the storm and were taking steady spray and frequently solid water aboard.

With Louise at the helm and me playing the mainsheet in the gusts, our tactic was to try to hold

our position by close reaching back and forth on three minute tacks. As the tide had turned only an hour or so earlier, we had exposed reefs on both sides, Lower Cabbage Reef a mile to the NE and Suwanee Reef a mile to the SW, both nicely "oystered" as I recalled. John seemed to be having a great time, but Fredda was a bit on the apprehensive side, as this was a new experience for her (her last, I'm afraid she feared), but she was a great sport and played her part as mobile ballast perfectly.

I had complete confidence in "Skimmer" after last year's sailing in Panama City where we were caught by some heavy weather in the bay from time to time. But dusk was fast gaining on us. We were at least ten miles from Cedar Key, the storm blew on straight from our southeasterly course, and my main worry was that we might have to sail for, and tuck up in the lee of, an island for the night. On "Xanadu", our Endeavour 32 of the past which was home for eight months, this could be great fun, four foot draft permitting, but I didn't look forward to an overnight "Pearl-Stuffing" record. Pressing on was the only real choice, so with the help of the new little Suzuki, we slogged on to windward, as cold, wet and hungry a crew as you could imagine.

Visibility had been nil for probably an hour and a half, and we had no clear idea where we were until John picked up the Cedar Key water tank, bearing about 110 degrees. We had made much better windward progress than I had thought possible. Markers emerged from the mist, turning out to be on the Northwest Channel. We had obviously crossed through a gap in the Suwanee Reef into open water, or had skimmed over the reef without realizing it. Wind and rain gradually cleared and we rolled out the deep reefs to try to beat the dark home. We lost by about 15 mi-

nutes, but with still enough light to lead us in after being treated to a magnificent tropical island sunset

On docking, we found things a real mess below decks. Fifteen gallons of water (the salty kind), everything wet and soaked through, including our old Nikon which was in a supposedly water-resistant plastic lined canvas bag. Even the film canister inside was waterlogged. Water had sloshed back and forth beneath the ballast tanks and over the gear on the rails. Disgusted, bone tired and hungry, Louise, John and I finished the cleanup while Fredda got us a take-out seafood dinner which we bolted down on the hotel veranda before collapsing into bed.

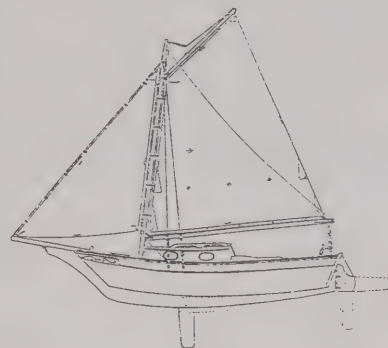
Some lessons: Taking a 32 mile round trip summer coastal cruise in a small sailing craft requires assuming the worst and expecting a late afternoon thunderstorm, most of which pack heavy winds and rain and may go on for an hour or two. Planning to return early by four seems best. If you do get caught out close up the boat as much as possible. We should have snapped on the tonneau at least halfway, leaving seating as far aft as possible. Certainly much less water would have found its way below and we'd probably still have a working camera. We found the Sea Pearl could be worked to windward

in fairly severe conditions by motor-sailing with well reefed sails as long as crew weight is kept as far aft as possible to keep the prop in the water. Going it alone with only two horsepower seems futile.

Report by Peter Berry, from the newsletter of Marine Concepts, manufacturer of the Sea Pearl beach cruiser, by permission of Ron Johnson. If you'd like a copy, request one from Marine Concepts, 159 Oakwood St. East, Tarpon Springs, FL 34689, (813) 937-0166.



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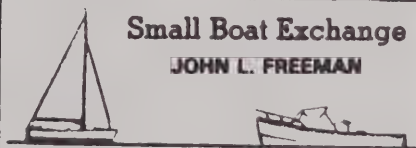
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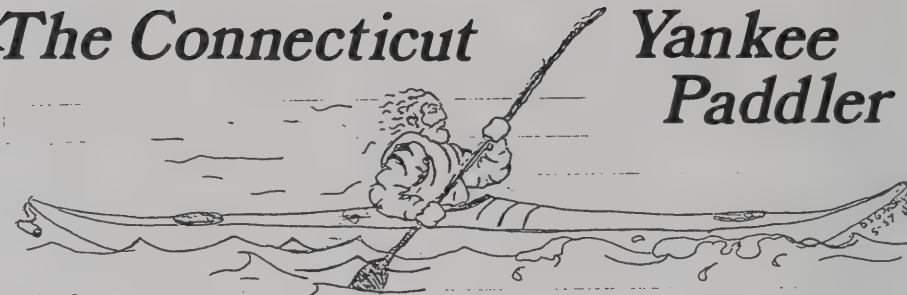
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Don Gorski of Newington, CT, is an avid sea kayaker who has now undertaken to organize a "Local Paddling Group" of ANORAK in his home state. Don's circulated an initial newsletter and has built up a list of 45 sea kayakers as of December for his group. The concept is to bring together paddlers for activities along the Connecticut coast. Throughout the winter, Don plans to paddle tidal rivers, estuaries and coastal salt marshes every weekend weather permits, with an organized group event for anyone interested planned for the third Sunday of each month. Don can be reached at 333 Hampton Ct., Newington, CT 06111. He comments on some of this as follows in his "Connecticut Yankee Paddler" in November:

"We are a diversified group with some paddlers who will be paddling year round, including myself. I plan to develop some winter destinations, and a winter paddling gear guide. I am also organizing a paddling instruction service for the '89 season and will have a 20-30 minute slide presentation to put on with a talk on safe kayaking to interested groups.

A weekend trip last Labor Day reinforced my convictions about emphasizing safe kayaking--to people coming into the sport. I joined a small group that paddled 13 miles over to Block Island from Quonochontaug Breachway in Rhode Island. The trip took three hours, it was pretty routine with a mild sea running. The level of experience of some of the participants necessitated it being a one-way paddle. It was well conditions were so mild as the potential for problems was very high with the experience level and lack of gear. I was the only one wearing a wetsuit, the only one with a spare paddle, the only one who could roll, the only one with a weather radio and first aid kit, the only one with prior experience

The Connecticut Yankee Paddler



crossing open water, the only one wearing a PFD! Unbelievable that these guys undertook this 13 mile crossing so unprepared, one didn't even have a spray skirt or PFD with him. Fortunately nothing untoward happened, but that makes people believe it'll always be like that out there!

Our own group's first get together on September 25th was a great success with ten paddlers turning out. We paddled from Great Islands State Launch to Rocky Neck State Park, enjoying some nice islands at the mouth of the Potagusset River along the west side of Black Point. This would make a good winter trip.

On November 13th Larry Haff and I were the only paddlers to look over the Norwalk Islands for the planned November 19-20 campover. We launched about 10:30 a.m. into a 10 knot SW wind and light chop off Calf Pasture Beach and headed out to Chimon Island. Storm conditions were predicted for the afternoon. By the time we got to the stone lighthouse on the western end of Sheffield Island, the wind had picked up to 25 knots or more in gusts and it was definitely time to head back. The storm front caught us enroute back and we got blown around by high winds, pelted with driving rain and tossed around in very confused seas. It was good practice paddling in cold, wet, rainy, steep seas, but only for experienced paddlers!

After all this, the campover weekend was washed out, "Pilgrim's Revenge", with pouring rains. I still plan to try again next spring as I think this would be a very enjoyable event. And maybe do a mid-night crossing under a full moon. Could be very romantic paddling with the right person.

On Thanksgiving Day I paddled solo from Great Islands ramp to Rocky Neck and back in moderate 10-15 knot winds out of the NW on a flat millpond sea. Pleasant but uneventful. On the 27th Harry and Randy White, Norm Atwood and I surfed off Narragansett (RI) town beach under cloudy and ultimately rainy skies. We got to try each other's boats and bounce heads along the sandy bottom. I encourage others to try this as it provides good training in maneuvering and boat handling in big seas under quite safe conditions. Other than normal cold water gear, one needs a whitewater helmet or a bicycle hard helmet. A fairly maneuverable kayak is best, straight tracking boats will give one a real workout.

I've been invited on the annual January Jewell Island Maine Campout Paddle (the trip that was a near disaster last winter), definitely an expert level outing. This is a well prepared, experienced group anyway. I also plan to be at the Snow Row in Hull in February. Finally, as if all this doesn't seem awfully ambitious, I'm organizing a

OLE BOATS



Nordkapp Owners' Club to have a twice a year get together like they have in Great Britain.

Anyone interested in trying a British sea kayak is welcome to join me, I have a VCP Selkie available for a paddling partner.

I'm getting very interested now in learning more about traditional kayaks, their history, construction, etc. I've admired Don Betts' boats from afar, although I've not yet had a chance to paddle one. George Dyson's boats in his book, "Baidarka" are very interesting to me. I might even try to build something like them sometime, and scaling a design down for youth would be a great project. The serialization of "The Voyage of the Paper Canoe" has inspired my dreams of duplicating this again on a solo voyage sometime. Nearer in time, I hope to be the first sea kayaker to paddle the length of the Maine Island Trail this coming summer, solo, stopping enroute for the Sea Kayak Symposium. I see no end to the opportunities for paddling. People powered is the way to go!"

Don Gorski, Newington, CT.

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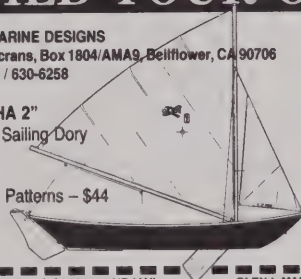
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John Zohlen publishes a periodic newsletter for owners of Edey & Duff's Dovekie design, entitled "The Shallow Water Sailor". In the current issue, designer Peter Duff discusses three Bolger designs that happened to meet last summer. Pe-

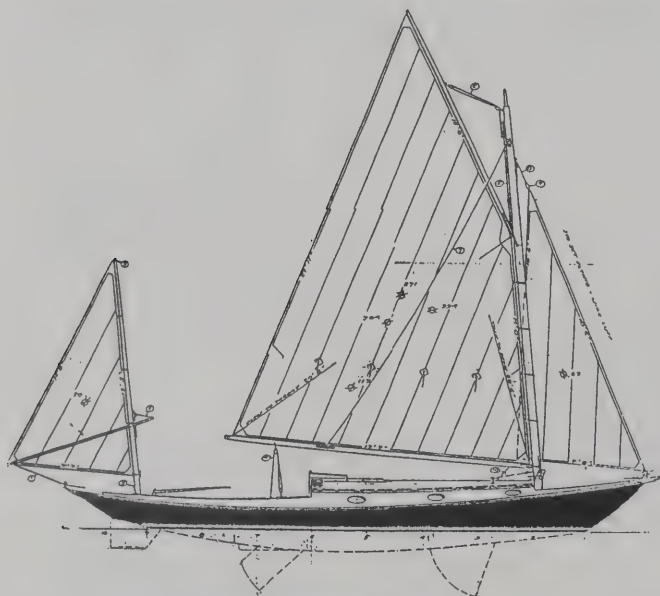
A Bolger Rendezvous

ter and John have given us permission to reprint his remarks for your enjoyment. If you'd like to

see a copy of John's paper, request one from him at 3 Wilelinor Dr., Edgewater, MD 21037.

The last weekend in July, Maggie and I, with Phil Bolger as crew aboard "Relentless", met, sailed briefly in company, and rafted for the gloaming with Mait Edey on "Dakini" and Peter McCormick on "Bright Thread", in Marthas Vineyard's Lake Tashmoo. It was a pretty heady rendezvous for Uncle Phil: All three boats are recent shoal or ultra shoal designs of his. All have centerboards. All have raised deck cabins. Each is either cat yawl or cat ketch rigged (Mait sails "Dakini" without the jib most of the time, so qualifies for the feline prefix). Each is meant as an able coastwise cruiser, for a couple, and an occasional friend or two. Each is otherwise totally different from the other two. And Uncle Phil designed all three of them within a year or two of each other! As a crowning touch, Mait was towing one of Phil's Light Dorys, making a fourth Bolger design in our flotilla.

It was very interesting for all of us to compare three quite dissimilar boats designed specifically for three guys of surprisingly similar temperament, age, and experience. And though they are dissimilar, they yielded surprisingly similar results.



Mait Edey's "Dakini"

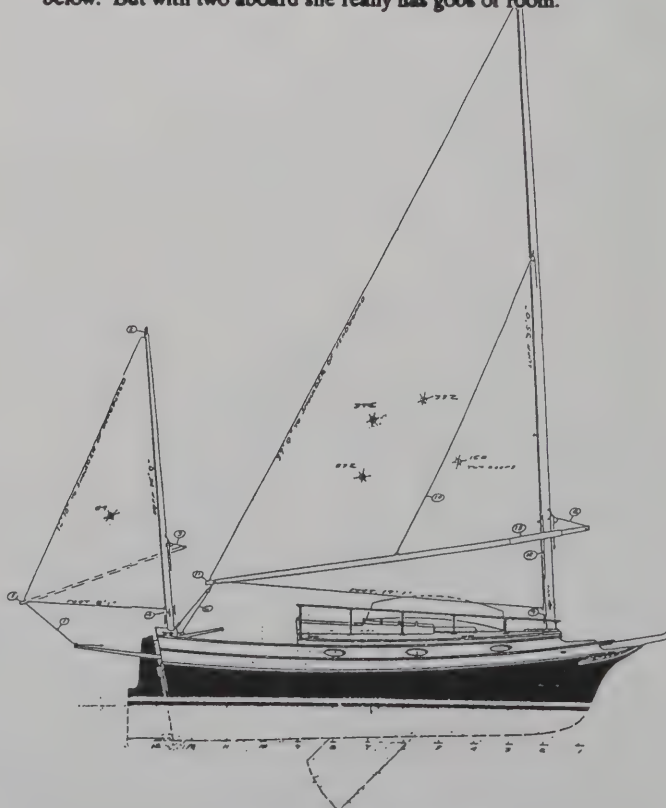
"Dakini" was the longest, at 34'6". Her hull form is that of a dory...flat bottom, with substantial rocker, flat, flaring topsides, with pleasant, springy sheer, well raked, curved stem, and tombstone transom. She has tandem centerboards...larger one forward. She has a great big gaff mainsail and small leg-o-mutton mizzen (with sprit boom). She has quite substantial inboard lead ballast. We met her coming down wind to us on Vineyard Sound, in 18 - 20 knots of breeze. With her bigger sail area and greater length she sailed right away from us, even towing her Light Dory. We did not sail together on the wind, but I believe "Relentless" would take her as handily as she reached away from us with the sheets started.

She had an interesting couple of sails the previous weekend. Mait raced her in the Holmes Hole Chowder and Marching Cup (or some similar old shoe title) race both days. On Saturday, the air stayed

light. She took a resounding last. On Sunday, conditions were more normal for Vineyard Sound. It breezed on quite pert. She trounced the fleet...a resounding FIRST! Mait said the race committee handed him the race without knowing it. They chose a course with only one small beat, the rest were reaches and a run. The Committee wonders if she isn't possibly a ringer. It'll be interesting to see how she's handicapped next year.

For all her size, her accommodations are quite spartan, in keeping with Mait's temperament. Her cockpit is quite large, and seems even more so because it has no footwell. You sit with your back against the pleasingly high bulwarks which are angled the same as the flare of the topsides. Your legs just stick out in front of you...or whatever. It sounds uncomfortable. Mait claims it isn't. I have a thing about such cockpits, having sailed on a couple of boats with them. I couldn't find a comfortable position in the damn things. Probably Mait's buddhist training showed how.

I found "Dakini's" cabin very pleasant. The boat's built of wood and the interior capitalizes on it. Racks abound. All the wood is left natural. The finish inside and on the "brightwork" outside is a 50/50 mixture of linseed oil and turpentine. It works fine below, but I don't like it on deck or aloft because it turns a sludgy black quite quickly. Mait loves it. There are no seats below. One sits or sprawls the same as in the cockpit. There are two "bunks" forward separated by the forward centerboard trunk...a roof-high bundling board! There's room for five or six people to sprawl out either in the cockpit or below. But with two aboard she really has gobs of room.



Peter McCormick's "Bright Thread"

Peter McCormick, who on the preceding Monday had astounded all of us by resigning his position as Chairman of the second largest bank in New England, had been a director of Edey & Duff, Inc. He had had one of the 22' Marshall catboats for a number of years. His requirements from Phil were to give him a slightly bigger boat that had many of the attributes of the catboat. "Bright Thread" turned out to do that exceptionally well. She was built on Penobscot Bay in Maine, of wood, to a level of finish commensurate with his station...flawless! I wish I knew how they achieved her finish. I doubt that I could duplicate it no matter what the budget.

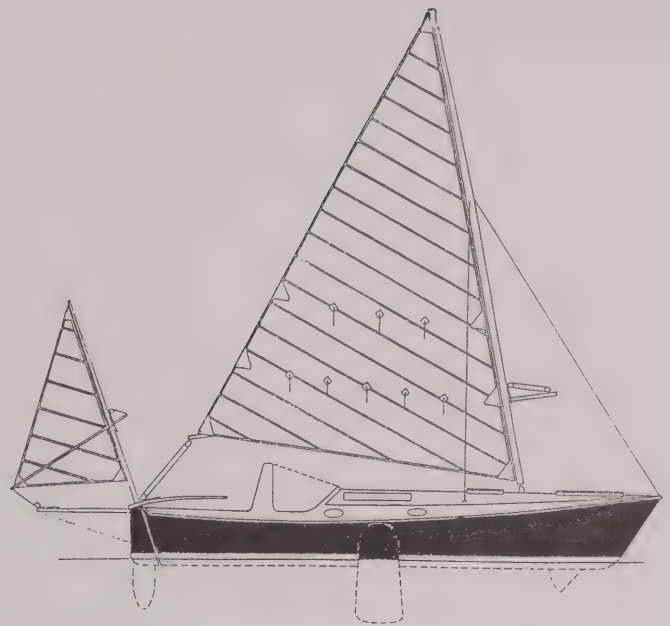
Her cockpit is large and wide at its forward end, but is quite comfortable. I have been unhappy with similar wide cockpits on other boats, but this one somehow avoids their problems. Probably the geometry of her seats...their height, width, and rake and height of the backs is just right. Also, she doesn't heel much, so getting out of the lee seat, or staying in a windward seat, without being able to put your feet on the opposite seat, were not hard. She has an enormous companionway hatch so the cabin becomes almost part of the cockpit. Someone questioned the safety offshore of such a big hatch, and of the louvered doors she has in place of solid drop boards. The answer is she'll probably never go offshore, beyond the one-day trip across the Gulf Stream to the Bahamas, perhaps. When I'd go on deck, I always had the urge to look back over my shoulder to be sure I wasn't straying into the path of a landing Tomcat. Her deck is so big I expected to see fighters parked along one side, with their wings folded neatly. It must be her beam that does it. Big place for such a small boat.

Her layout below works very well. The cook is not relegated to a dungeon, but has as nice a galley as I've seen. It's all along the port side. The big centerboard trunk divides the cabin, with all traffic fore and aft on the starboard side, so the cook is not disturbed in his or her ministrations. There are settees/berths for two that can be expanded to sleep four very nicely. Headroom is slightly less than standing, but doesn't seem a problem because of the size of the companionway hatch.

"Bright Thread" is the shortest (26'8" LOA), fattest (10' beam), deepest (2' with her board up) of the three boats. Her hull form is more than reminiscent of the Crosby catboats, although she is skinnier for her length. She has a full length salient keel, 6 - 8" deep. It allows Peter to coax her to windward with her centerboard housed. Her rig is very similar to SHEARWATER's. Except for the mizzen boom, the only substantial difference is that her main mast is bloody tall (42' above the water!), slender, and unstayed! It just stands there dumb-struck, and stands there, and stands there. Peter was initially skeptical about it, but was converted in a 50 knot, press-on-regardless beat last summer.

She performed well from the start, but Peter found several aspects of the rig not to his liking, and so modified them. He gave up the mizzen sprit in favor of a normal boom. He made up for the reduction of control of the mizzen by having full length battens added to it. Full length battens prevent a sail from flogging when it is totally luffing. It just sits there and gently and slowly flips from one side to the other.

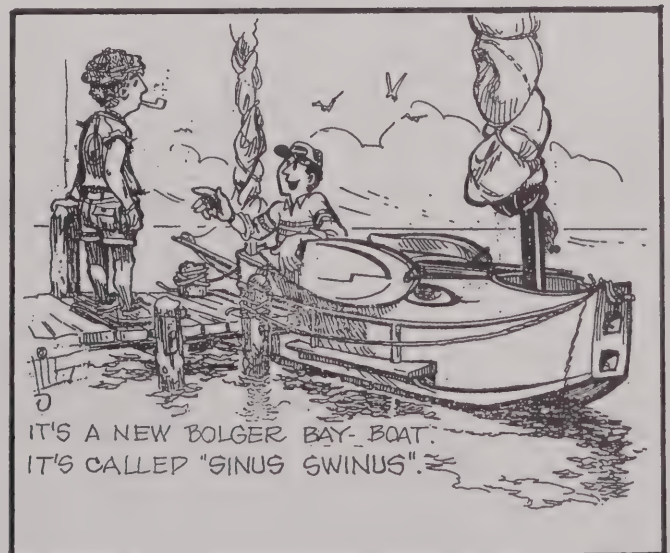
When we sailed together the next morning, "Relentless" out-pointed and out-footed "Bright Thread". But when we separated, we to go through Woods Hole, they to go on down the Sound, The two boats were right side by side. It was a graphic demonstration of how the



Peter Duff's SHEARWATER "Relentless"

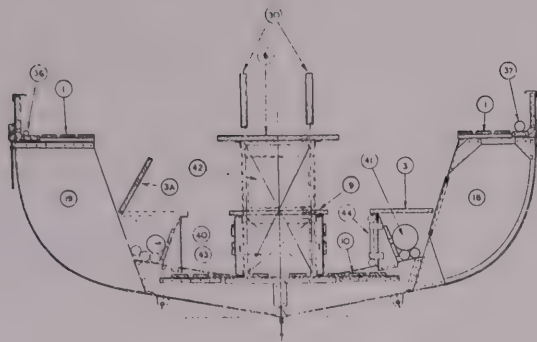
slower, but directionally more stable boat can often surprise her faster, but twitchier, cousin when the boatsteerer isn't minding his p's and q's. I now know that "Relentless" is the faster of the two on all points of sail.

Since writing the preceding in early August, I have had the distinct pleasure of getting to know "Bright Thread" better. Early in September, Peter McCormick called, about one thing or another. As the conversation progressed, Peter said he was exploring ways to get the boat to the Chesapeake for some early fall cruising. When our conversation was done, and I'd put the phone down, I ambled down into Maggie's office and reported the gist. I finished off by observing that I'd love to make the delivery myself. She surprised both of us by saying, "Well why don't you then?" So next day I offered my services to Peter, who after consulting with Maggie about my Parkinsons, accepted! Another call, to DOVEKIE-owner Sid Rowe, and I had my crew. Well the long and short of it is that we had a successful delivery trip and one fine adventure. But that'll be fodder for another yarn.



The FLEMING Patent THWARTLESS LIFEBOAT

fitted with FLEMING Patent HAND PROPELLING GEAR



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THE THWARTLESS LIFEBOAT HAS THE FOLLOWING ADVANTAGES:—

1. Provides increased and better facilities for the stowage of equipment and gives much greater freedom of movement and comfort to the occupants.
2. With equipment not required for working the boat away from the ship's side stowed out of the way and with clear side benches, seats, etc., speedier embarkation for the full complement is attainable and the boat can be cleared from the ship's side more quickly.
3. Thwarts are dispensed with and replaced with pulling tables under which are large storage tanks providing more than ample storage space for all provisions, tool and first aid outfits, etc. Lockers are also provided for items of equipment.
4. Under hinged lower seats are storage bins for oars, mast, sails, folding sea anchor, etc.

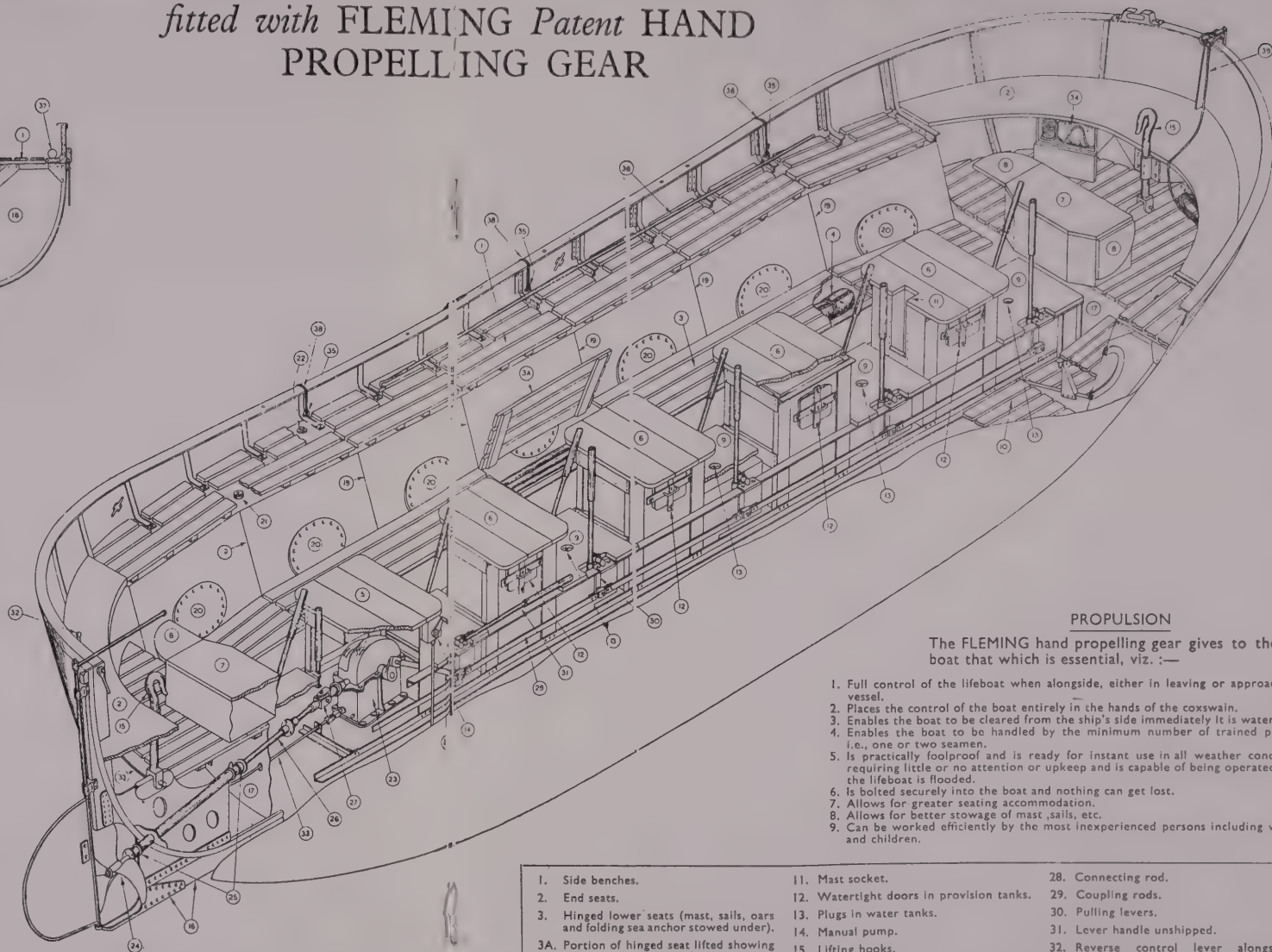
INNOVATION

A centerspread that's different this issue, featuring an innovative concept in lifeboat design, something that appeared in the October, 1951, issue of the "Journal of the Honourable Company of Master Mariners", a British publication that apparently served a close knit group of serious seagoing men since 1926. Anyone currently interested in human powered propeller driven boats might do well to study the details.

This drawing illustrates a 31 ft. 0 ins. x 10 ft. 7 ins. x 4 ft. 6 ins. lifeboat for 99 persons constructed of salt water resisting aluminium alloy with built-in buoyancy. Lifeboat has on board full equipment, provisions and water and is ready for immediate embarkation.

Similar lifeboats are also constructed of wood (loose buoyancy tanks) and of steel.

Larger and smaller lifeboats are also supplied.



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The FLEMING hand propelling gear gives to the lifeboat that which is essential, viz. :—

1. Full control of the lifeboat when alongside, either in leaving or approaching a vessel.
2. Places the control of the boat entirely in the hands of the coxswain.
3. Enables the boat to be cleared from the ship's side immediately it is waterborne.
4. Enables the boat to be handled by the minimum number of trained persons, i.e., one or two seamen.
5. Is practically foolproof and is ready for instant use in all weather conditions, requiring little or no attention or upkeep and is capable of being operated when the lifeboat is flooded.
6. Is bolted securely into the boat and nothing can get lost.
7. Allows for greater seating accommodation.
8. Allows for better stowage of mast, sails, etc.
9. Can be worked efficiently by the most inexperienced persons including women and children.

- | | | |
|---|--|--|
| 1. Side benches. | 11. Mast socket. | 28. Connecting rod. |
| 2. End seats. | 12. Watertight doors in provision tanks. | 29. Coupling rods. |
| 3. Hinged lower seats (mast, sails, oars and folding sea anchor stowed under). | 13. Plugs in water tanks. | 30. Pulling levers. |
| 3A. Portion of hinged seat lifted showing mast, oars etc., stowed. | 14. Manual pump. | 31. Lever handle unshipped. |
| 4. Fleming patent folding sea anchor with endless tripping line. Stows in bag 8 ins. dia. | 15. Lifting hooks. | 32. Reverse control lever alongside helmsman. |
| 5. Pulling table (watertight tank for first aid outfit, charts, smoke flares etc., and gear box under). | 16. Cast stainless steel stern frame and skeg. | 33. Reverse control rod in tube. |
| 6. Pulling tables (provision and storage tanks under). | 17. Partial bulkheads. | 34. Fleming patent floating heaving line in box (one at each end under end seats). |
| 7. Pulling seats (lockers for small gear, compass, buckets, lamp etc., under). | 18. Built-in buoyancy tanks. | 35. Eyebolts for keel grab lines. |
| 8. Hinged seats (spare). | 19. Airtight divisions between buoyancy tanks. | 36. Boathook. |
| 9. Foot platform between pulling tables, water tanks under. | 20. Manhole doors in buoyancy tanks. | 37. Steering oar. |
| 10. Bottom boards. | 21. Test plugs in buoyancy tanks. | 38. Keel grab lines. |
| | 22. Vent plugs in buoyancy tanks. | 39. Spare painter. |
| | 23. Gear box. | 40. Mast and oars. |
| | 24. Propeller. | 41. Sail and oars. |
| | 25. Stern tube glands. | 42. Provision tanks. |
| | 26. Propeller shaft. | 43. Water tanks. |
| | 27. Universal joint. | |

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The Fast Sailing, Racing Proa

The subject of the south seas proa refuses to subside, herewith a further look at this craft, this one an item from a 1948 plans publication. In addition to the by now familiar explanation (still confusing) of how a proa tacks, there are details of construction and dimension of a proa one could undertake to build.

Length overall 30 ft. Beam 2 ft. 6 in. Draft of hull about 5 in. Draft with board down 2 ft. 5 in. Sail area 240 sq. ft. Designed by Ralph M. Munroe

Developed in the islands of the South Pacific uncounted years ago, the proa (Maylay: boat) is without doubt one of the fastest sailing hulls ever devised. It is a freak, an out-and-out nightmare, but for speed you can't beat it. The only possible comparison would be with the catamaran, but that employs two hulls to the proa's one.

The proa is extremely narrow, double-ended, flat bottomed and with her one mast stepped amidships. She does not tack. The bow end on one board is the stern on the other. The forward corner of the sail (the sail's *tack*) is always secured to the bow (the end that happens to be in front). Thus the sail itself is tacked when coming about, not the boat.

Two separate center-boards are used, both on the centerline and in line with each other, although only one board may be used.

Dimensions are approximately 30 feet overall and 2 feet 6 inches beam. Draft, with the board up, is negligible. Sail area is about 240 square feet.

When changing tacks, or wearing ship—that is, transferring the proa from one tack to the other—the procedure seems outlandish to anyone accustomed to the usual rig. Two men are necessary. The "crew" lets go the sheet, which should be endless, and then runs forward to unhook the tack (again, the forward corner of the *sail*). The helmsman keeps the boat a point or two off the wind, then ships his steering oar and mans the brails (topping-lifts or lazy jacks). He takes in on these, canting the outboard end of the boom up the mast. When the sail is well up, its tack is passed aft (the crew brings it back) on the lee side of the mast. This turns the sail end for end and lee side to windward. The crew hurries on aft and hooks the sail's tack to the end of the boat that was the stern until now, but thus becomes the bow. While the crew was doing all this the helmsman has jumped thirty feet from the end of the boat where he was steering to the other end and starts to steer from there. His end, of course, is always the stern. After the sheet is trimmed in the proa scoots off the other way.

Confusing is hardly the word for a printed description of this maneuver, which is much simpler than it sounds if both crew and helmsman know what they are doing. The late Ralph M. Munroe built a proa and sailed her on the waters of Biscayne Bay, Florida, and another was sailed at Martha's Vineyard, Massachusetts.

Following are the specifications of the boat constructed by Munroe. They are not intended as full particulars or building instructions, but will give a prospective builder something to go on with.

Hull—Half inch planking, flared enough to raise the ends up 6 inches from a straight line fore and aft, on top. Bottom planking put on athwartships in pieces not over 6 inches wide. Decking (the one strip of it along the lee side) $\frac{3}{8}$ inch. Frames $\frac{1}{2}$ by $\frac{3}{4}$ inch, spaced on 12 inch centers. Chine pieces $1\frac{1}{2}$ by $1\frac{1}{2}$ inches, using some strong wood such as oak. The stems at bow and stern need not be rabbeted, merely lap the sides at the ends. See Figure 8.

Keelsons—1 inch by $1\frac{1}{2}$ inches, bulkheads $\frac{3}{4}$ inch. Thwarts $\frac{7}{8}$ inch by 8 inches, except center one, which is 10 inches wide. All thwarts project on the weather side to support the wash board. A 6 inch width of the mast thwart crosses the center-board case and is fastened to it. This 6 inch space is filled to the bottom of the case and through bolted, same as the trunk and head pieces.

Center-board and Center-board Trunk—Center-board $\frac{7}{8}$ inch by 3 feet by 3 feet 6 inches, doweled with $\frac{5}{16}$ inch iron rod. Trunk bed pieces 2 inches by 3 inches by 9 feet, center blocks 1 inch by 6 inches.

Outrigger and Outrigger Float—Outrigger bolt cleat 2 inches by $1\frac{1}{4}$ inches, well fastened as shown in Figure 4. Full length of outrigger is 11 feet 10 inches, sawed with a 4 inch arc, as shown in the drawing. Inboard end 5 inches by $1\frac{1}{2}$ inches, outboard end 4 inches by $1\frac{1}{4}$ inches. The outrigger float is of white pine for lightness, free from checks and made lighter by boring with holes and plugging them with corks and white lead. Alternative construction would be to build it up, like a hollow mast.

Rigging—Halliard and brail blocks are hung from mast with 6 inch pendants, so as to twist freely. The boom must be attached to the yard as shown in Figure 1. The boom is supplied with an eye in its end which engages in a band on the spar. This band must not turn on the spar, otherwise the "gooseneck" will jam when sail is set or lowered.

The balance of the proa can be altered by adjusting the position of the crew, and if two center-boards are used they may be adjusted also. The skipper must take great care not to be caught aback; if this does happen, he should instantly either let go the halliard or brail up the sail.

The craft sails fastest with the float out of water as much of the time as possible and as little weight as the weather will allow. Lightness of construction and just enough weight on the outrigger to prevent a capsize are the essentials of speed in a proa.

A BIT MORE ON PAPER

Following up on the article, "A Paper", in the December 1st issue, Walter Fullam sent on these technical items that might interest anyone contemplating trying to build such a craft.

GLUES I HAVE KNOWN

Weldwood™ Plastic Resin (powdered urea formaldehyde)

General impression is that this is nicely waterproof, but subject to crazing, brittle, and causes deformation of materials if a solid (real canoe) mold isn't used.

Elmers™ white glue

Very workable just not waterproof. Hull integrity depends on quality of waterproofing job (paint, polyurethane).

Elmers™ Carpenter's Glue (aliphatic resin)

Much better and stronger than Elmers white glue but still water soluble. Paint or other waterproofing must be good.

TitEbond™ (aliphatic resin)

Similar to Elmers Carpenter's Glue but stronger bonds. May be diluted up to 5% without losing any of its bonding characteristics.

Cascophen™ (alias Resorcinol™)

Good waterproof glue, but EXPENSIVE

Flour-based wallpaper paste

Cheap and easy to work with, but water soluble

Methyl Cellulose wallpaper paste

Better than the flour-based (stronger bonds) but still water soluble

Liquid Nails™

Construction adhesive, used to glue paper to framing. Excellent, waterproof, but too thick and expensive to use for skin bonding.

3M #4230 "FastBond 42"

The editor recently spoke to 3M Adhesives Technical Services in St. Paul, and they suggested this glue as being much more water, oil, and etc, resistant than an aliphatic resin, but at a cost comparable to Elmers. This stuff is black, syrupy thick, covers 600 sq. ft. per gallon, and costs only about \$11.00 per gallon. Call 3M and they'll tell you where to get a sample for testing purposes.

DESIGNS



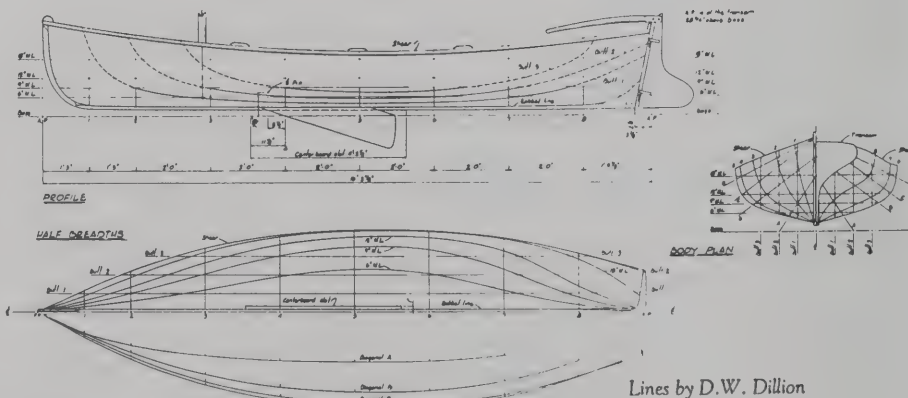
THE DK8 FOR KIDS

In our December 15th issue, Dennis Davis commented briefly on a kayak design he offers aimed at youthful paddlers. Now we have a photo and specs

"The DK8 is a single seat junior kayak that can carry about 100 pounds. It is built from a single sheet of 8'x4'x3mm marine grade plywood, two inwale strips, some 1/2" ply for deck beams, polyester

or epoxy resin and some glass fiber cloth and tape. No jigs, building board or molds are needed and previous boatbuilding experience is not required for construction. Some experience with woodworking tools is necessary, of course."

Plans and instructions are \$22 U.S. from Dennis Davis, c/o 38 Redditch Rd., Bronsgrove, Worcs. B60 4JN, England.



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NEW WHITEHALL PLANS

The Rockport Apprenticeshop now has available plans drawn by Dave Dillon for the 16' Whitehall that Capt. Orville Young built for his windjammer "Roseway". Long and lean, she is handsome and functional. The three sheet set costs \$25 from the Rockport Apprenticeshop, P.O. Box 539, Rockport, ME 04856.

SALT MARSH SEA KAYAK CO.

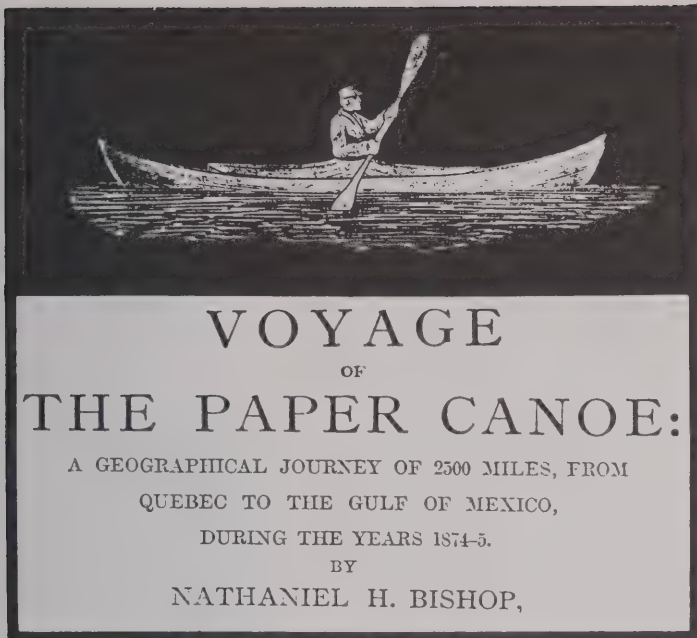
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VOYAGE

OF

THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,

DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

CHAPTER VII.

PHILADELPHIA TO CAPE HENLOPEN.

DESCENT OF DELAWARE RIVER.—MY FIRST CAMP.—BOMBAY
HOOK.—MURDERKILL CREEK.—A STORM IN DELAWARE BAY.—
CAPSIZING OF THE CANOE.—A SWIM FOR LIFE.—THE PER-
SIMMON GROVE.—WILLOW GROVE INN.—THE LIGHTS OF
CAPES MAY AND HENLOPEN.

MONDAY, November 9, was a cold, wet day. Mr. Knight and the old, enthusiastic gunsmith-naturalist of the city, Mr. John Krider, assisted me to embark in my now decked, provisioned, and loaded canoe. The stock of condensed food would easily last me a month, while the blankets and other parts of the outfit were good for the hard usage of four or five months. My friends shouted adieu as the little craft shot out from the pier and rapidly descended the river with the strong ebb-tide which for two hours was in her favor. The anchorage of the iron Monitor fleet at League Island was soon passed, and the great city sank into the gloom of its smoke and the clouds of rainy mist which enveloped it.

This pull was an exceedingly dreary one. The storms of winter were at hand, and even along the watercourses between Philadelphia and Norfolk, Virginia, thin ice would soon be forming in the shallow coves and creeks. It would be necessary to exert all my energies to get south of Hatteras, which is located on the North Carolina coast in a region of storms and local disturbances. The canoe, though heavily laden, behaved well. I now enjoyed the advantages resulting from the possession of the new canvas

deck-cover, which, being fastened by buttons along each gunwale of the canoe, securely covered the boat, so that the occasional swash sent aboard by wicked tug-boats and large schooners did not annoy me or wet my precious cargo.

By two o'clock P. M. the rain and wind caused me to seek shelter at Mr. J. C. Beach's cottage, at Markus Hook, some twenty miles below Philadelphia, and on the same side of the river. While Mr. Beach was varnishing the little craft, crowds of people came to *feel* of the canoe, giving it the usual punching with their finger-nails, "to see if it were truly paper." A young Methodist minister with his pretty wife came also to satisfy their curiosity on the *paper* question, but the dominie offered me not a word of encouragement in my undertaking. He shook his head and whispered to his wife: "A wild, wild enterprise indeed." Markus Hook derived its name from Markee, an Indian chief, who sold it to the civilized white man for four barrels of whiskey.

The next morning, in a dense fog, I followed the shores of the river, crossing the Pennsylvania and Delaware boundary line half a mile below the "Hook," and entered Delaware, the little state of three counties. Thirty-five miles below, the water becomes salt. Reaching New Castle, which contained half its present number of inhabitants before Philadelphia was founded, I pulled across to the New Jersey side of the river and skirted the marshy shore past the little Pea Patch Island, upon which rises in sullen dreariness Fort Delaware. West of the island is Delaware City, where the Chesapeake and Delaware Canal, fourteen miles in length, has one of its termini, the other being on a river which empties into Chesapeake Bay. Philadelphia and Baltimore steamboat lines utilize this canal in the passage of their boats from one city to the other.

After crossing Salem Cove, and passing its southern point, Elsinborough, five miles and a half below Fort Delaware, the inhospitable marshes became wide and desolate, warning me to secure a timely shelter for the night. Nearly two miles below Point Elsinborough the high reeds were divided by a little creek, into which I ran my canoe, for upon the muddy bank could be seen a deserted, doorless fish-cabin, into which I moved my blankets and provisions, after cutting with my pocket-knife an ample supply of dry



reeds for a bed. Drift-wood, which a friendly tide had deposited around the shanty, furnished the material for my fire, which lighted up the dismal hovel most cheerfully. And thus I kept house in a comfortable manner till morning, being well satisfied with the progress I had made that day in traversing the shores of three states. The booming of the guns of wild-fowl shooters out upon the water roused me before dawn, and I had ample time before the sun arose to prepare breakfast from the remnant of canned ox-tail soup left over from last night's supper.

I was now in Delaware Bay, which was assuming noble proportions. From my camp I crossed to the west shore below Reedy Island, and, filling my water-bottles at a farm-house, kept upon that shore all day. The wind arose, stirring up a rough sea as I approached Bombay Hook, where the bay is eight miles wide. I tried to land upon the salt marshes, over the edges of which the long, low seas were breaking, but failed in several attempts. At last roller after roller, following in quick succession, carried the little craft on their crests to the land, and packed her in a thicket of high reeds.

I quickly disembarked, believing it useless to attempt to go further that day. About an eighth of a mile from the water, rising out of the salt grass and reeds, was a little mound, covered by trees and bushes, into which I conveyed my cargo by the back-load, and then easily drew the light canoe over the level marsh to the camp. A bed of reeds was soon cut, into which the canoe was settled to prevent her from being strained by the occupant at night, for I was determined to test the strength of the boat as sleeping-quarters. Canoes built for one person are generally too light for such occupancy when out of water. The tall fringe of reeds which encircled the boat formed an excellent substitute for chamber walls, giving me all the starry blue heavens for a ceiling, and most effectually screening me from the strong wind which was blowing. As it was early when the boat was driven ashore, I had time to wander down to the brook, which was a mile distant, and replenish my scanty stock of water.

With the canvas deck-cover and rubber blanket to keep off the heavy dews, the first night passed in such contracted lodgings was endurable, if not wholly convenient and agreeable. The river mists were not dispelled the next day until nine o'clock, when I quitted my warm nest in the reeds and rowed down the bay, which seemed to grow broader as I advanced. The bay was still bordered by extensive marshes, with here and there the habitation of man located upon some slight elevation of the surface. Having rowed twenty-six miles, and being off the mouth of Murderkill Creek, a squall struck the canoe and forced it on to an oyster reef, upon the sharp shells of which she was rocked for several minutes by the shallow breakers. Fearing that the paper shell was badly cut, though it was still early in the afternoon, I ascended the creek of ominous name and associations to the landing of an inn kept by Jacob Lavey, where I expected to overhaul my injured craft. To my surprise and great relief of mind there were found only a few superficial scratches upon the horn-like shel-lacked surface of the paper shell. To apply shellac with a heated iron to the wounds made by the oyster-shells was the work of a few minutes, and my craft was as sound as ever. The gunner's resort, "Bower's Beach Hotel," furnished an excellent supper of oyster fritters, pan-

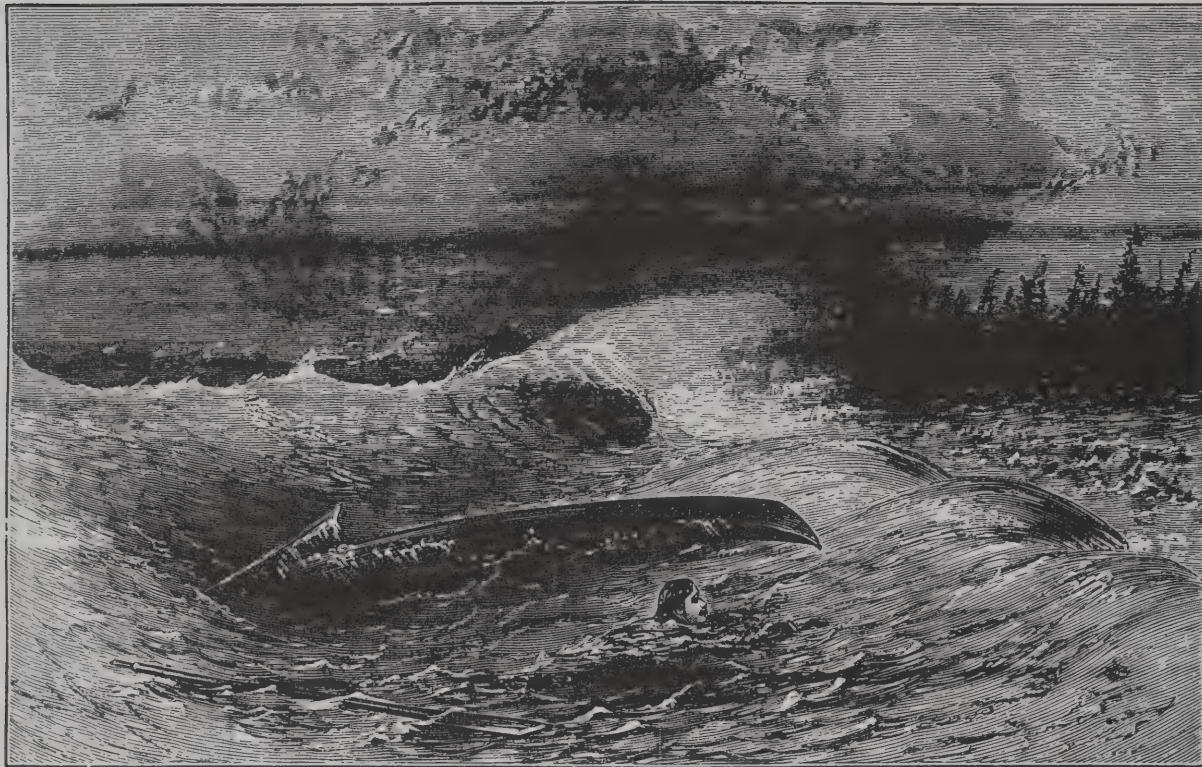
fish, and fried pork-scrapple. Mine host, before a blazing wood fire, told me of the origin of the name of Murderkill Creek.

"In the early settlement of the country," began the innkeeper, "the white settlers did all they could to civilize the Indians, but the cussed savages wouldn't take to it kindly, but worried the life out of the new-comers. At last a great landed proprietor, who held a big grant of land in these parts, thought he'd settle the troubles. So he planted a brass cannon near the creek, and invited all the Indians of the neighborhood to come and hear the white man's Great Spirit talk. The crafty man got the savages before the mouth of the cannon, and said, 'Now look into the hole there, for it is the mouth of the white man's Great Spirit, which will soon speak in tones of thunder.' The fellow then touched off the gun, and knocked half the devils into splinters. The others were so skeered at the big voice they had heard that they were afraid to move, and were soon all killed by one charge after another from the cannon: so the creek has been called Murderkill ever since."

I afterwards discovered that there were other places on the coast which had the same legend as the one told me by the innkeeper. Holders of small farms lived in the vicinity of this tavern, but the post-office was at Frederica, five miles inland. Embarking the next day, I felt sure of ending my cruise on Delaware Bay before night, as the quiet morning exhibited no signs of rising winds. The little pilot town of Lewes, near Cape Delaware, and behind the Breakwater, is a port of refuge for storm-bound vessels. From this village I expected to make a portage of six miles to Love Creek, a tributary of Rehoboth Sound. The frosty nights were now exerting a sanitary influence over the malarial districts which I had entered, and the unacclimated canoeist of northern birth could safely pursue his journey, and sleep at night in the swamps along the fresh-water streams if protected from the dews by a rubber or canvas covering. My hopes of reaching the open sea that night were to be drowned, and in cold water too; for that day, which opened so calmly and with such smiling promises, was destined to prove a season of trial, and before its evening shadows closed around me, to witness a severe struggle for life in the cold waters of Delaware Bay.

An hour after leaving Murderkill Creek the wind came from the north in strong squalls. My little boat taking the blasts on her quarter, kept herself free of the swashy seas hour after hour. I kept as close to the sandy beach of the great marshes as possible, so as to be near the land in case an accident should happen. Mispillion Creek and a light-house on the north of its mouth were passed, when the wind and seas struck my boat on the port beam, and continually crowded her ashore. The water breaking on the hard, sandy beach of the marshy coast made it too much of a risk to attempt a landing, as the canoe would be smothered in the swashy seas if her headway was checked for a moment. Amidships the canoe was only a few inches out of water, but her great sheer, full bow, and smoothness of hull, with watchful management, kept her from swamping. I had struggled along for fourteen miles since morning, and was fatigued by the strain consequent upon the continued manœuvring of my boat through the rough waves. I reached a point on Slaughter Beach, where the bay has a width of nearly nineteen miles, when the tempest rose to such a pitch that the great raging seas threatened every moment to wash over my canoe, and to force me by their violence close into the beach. To my alarm, as the boat rose and fell on the waves, the heads of sharp-pointed stakes appeared and disappeared in the broken waters. They were the stakes of fishermen to which they attach their nets in the season of trout-fishing. The danger of being impaled on one of these forced me off shore again.

There was no undertow; the seas being driven over shoals were irregular and broken. At last *my* sea came. It rolled up without a crest, square and formidable. I could not calculate where it would break, but I pulled for life away from it towards the beach upon which the sea was breaking with deafening sound. It was only for a moment that I beheld the great brown wave, which bore with it the mud of the shoal, bearing down upon me; for the next, it broke astern, sweeping completely over the canoe from stern to stem, filling it through the opening of the canvas round my body. Then for a while the watery area was almost smooth, so completely had the great wave levelled it. The canoe being water-logged, settled below the surface, the high points of the ends occasionally emer-



A CAPSIZE IN DELAWARE BAY.

ging from the water. Other heavy seas followed the first, one of which striking me as high as my head and shoulders, turned both the canoe and canoeist upside-down.

Kicking myself free of the canvas deck, I struck out from under the shell, and quickly rose to the surface. It was then that the words of an author of a European Canoe Manual came to my mind: "When you capsize, first right the canoe and get astride it over one end, keeping your legs in the water; when you have crawled to the well or cockpit, bale out the boat with your hat." Comforting as these instructions from an experienced canoe traveller seemed when reading them in my hermitage ashore, the present application of them (so important a principle in Captain Jack Bunsby's log of life) was in this emergency an impossibility; for my hat had disappeared with the seat-cushion and one iron outrigger, while the oars were floating to leeward with the canoe.

The boat having turned keel up, her great sheer would have righted her had it not been for the cargo, which settled itself on the canvas deck-cloth, and ballasted the craft in that position. So smooth were her polished sides that it was impossible to hold on to her, for she rolled about like a slippery porpoise in a tideway. Having tested and proved futile the kind sug-

gestions of writers on marine disasters, and feeling very stiff in the icy water, I struck out in an almost exhausted condition for the shore. Now a new experience taught me an interesting lesson. The seas rolled over my head and shoulders in such rapid succession, that I found I could not get my head above water to breathe, while the sharp sand kept in suspension by the agitated water scratched my face, and filled my eyes, nostrils, and ears. While I felt this pressing down and burying tendency of the seas, as they broke upon my head and shoulders, I understood the reason why so many good swimmers are drowned in attempting to reach the shore from a wreck on a shoal, when the wind, though blowing heavily, is in the victim's favor. The land was not over an eighth of a mile away, and from it came the sullen roar of the breakers, pounding their heavy weight upon the sandy shingle. As its booming thunders or its angry, swashing sound increased, I knew I was rapidly nearing it, but, blinded by the boiling waters, I could see nothing.

At such a moment do not stop to make vows as to how you will treat your neighbor in future if once safely landed, but strike out, fight as you never fought before, swallowing as little water as possible, and never relaxing an energy or yielding a hope. The water shoaled; my feet

felt the bottom, and I stood up, but a roller laid me flat on my face. Up again and down again, swimming and crawling, I emerged from the sea, be numbed and limbs paralyzed with cold.

O shade of Benjamin Franklin, did not one of thy kinsmen, in his wide experience as traveller, foresee this very disaster, and did he not, when I left the "City of Brotherly Love," force upon me an antidote, a sort of spiritual fire, which my New England temperance principles made me refuse to accept? "It is *very* old, *I use it only for medicine.*" I found the flask; the *water* had not injured it. A small quantity was taken, when a most favorable change came over my entire system, mental as well as physical, and I was able to throw off one suit and put on another in the icy wind, that might, without the stimulant, have ended my voyage of life.

I had doctored myself homœopathically under the *old practice*. Filled with feelings of gratitude to the Great Giver of good, I reflected, as I carried my wet cargo into the marsh, upon the wonderful effects of my friend's medicine when taken *only as medicine*. Standing upon the cold beach and gazing into the sea, now lashed by the wild frenzy of the wind, I determined never again to do so mean a thing as to say a *bad* word against *good* brandy.

Having relieved my conscience by this just resolve, I transported the whole of my wet but still precious cargo to a persimmon grove, on a spot of firm land that rose out of the marsh, where I made a convenient wind-break by stretching rubber blankets between trees. On this knoll I built a fire, obtaining the matches to kindle it from a water-proof safe presented to me by Mr. Epes Sargent, of Boston, some years before, when I was ascending the St. Johns River, Florida.

Before dusk, all things not spoiled by the water were dried and secreted in the tall sedge of the marshes. The elevation which had given me friendly shelter is known as "Hog Island." The few persimmon-trees that grew upon it furnished an ample lunch, for the frosts had mellowed the plum-like fruit, making it sweet and edible.

Two miles up the strand was an old gunners' inn, to which I bent my steps along Slaughter Beach, praying that one more day's effort would take me out of this bleak region of ominous

names. A pleasant old gentleman, Mr. Charles Todd, kept the tavern, known as Willow Grove Hotel, more for amusement than for profit. I said nothing to him about the peculiar manner in which I had landed on Slaughter Beach; but to his inquiry as to where my boat was, and what kind of a boat it was to live in such a blow, I replied that I found it too wet and cold on the bay to remain there, and too rough to proceed to Cape Henlopen, and there being no alternative, I was obliged to land much against my inclination, and in doing so was drenched to the skin, but had managed to get dry before a fire in the marshes. So the kind old man piled small logs in the great kitchen fireplace, and told me tale upon tale of his life as a school-master out west; of the death of his wife there, and of his desire to return, after long years of absence, to his native Delaware, where he could be comfortable, and have all the clams, oysters, fish, and bay truck generally that a man could wish for.

"Now," he added, "I shall spend my last days here in peace." He furnished an excellent supper of weak-fish or sea trout (*Otolithus regalis*), fried oysters, sweet potatoes, &c.

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The wind had gone to rest with the sun, and the sharp frost that followed left its congealed breath upon the shallow pools of water nearly half an inch in thickness by morning. From my bed I could see through the window the bright flashes from Cape May and Cape Henlopen lights. Had not misfortune beset me, a four-hours' pull would have landed me at Lewes. There was much to be thankful for, however. Through a merciful Providence it was my privilege to enjoy a soft bed at the Willow Grove Inn, and not a cold one on the sands of Slaughter Beach. So ended my last day on Delaware Bay.

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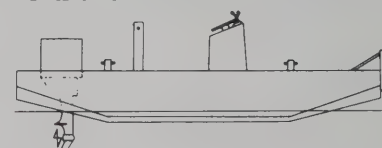
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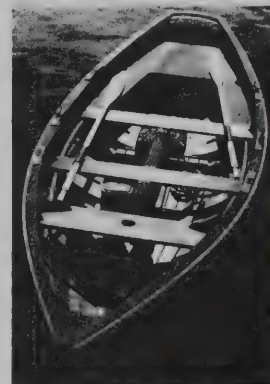
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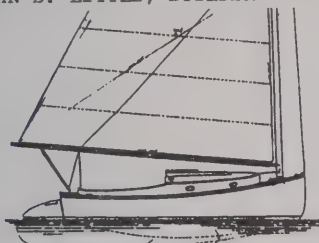
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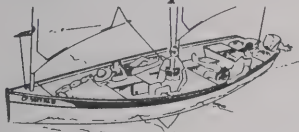
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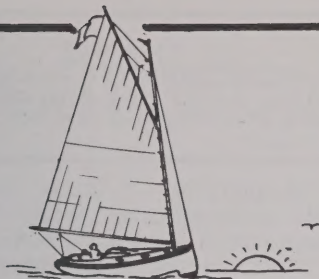
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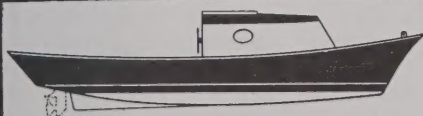
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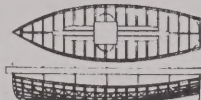
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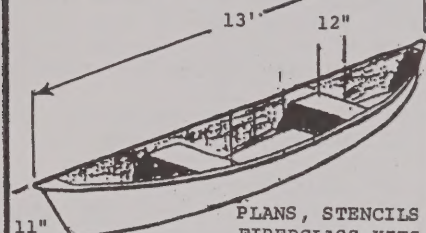
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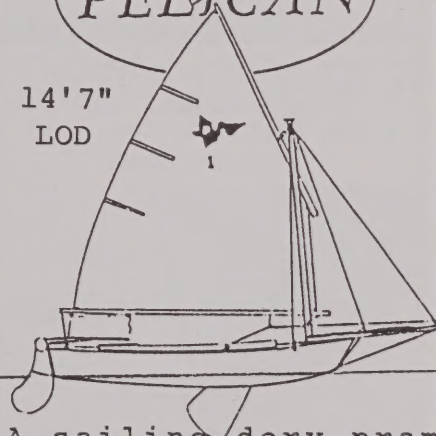


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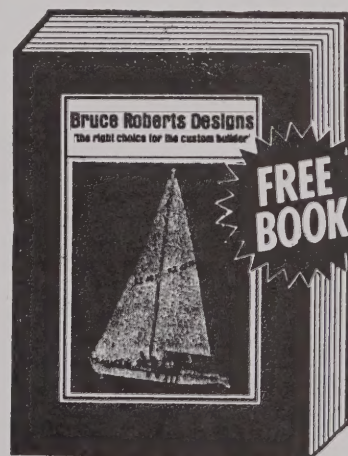
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